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DEVELOPMENTS IN FINNISH CIVIL AVIATION

/Comment. The following presents information on the new refueling
equipment at the Helsinki airport and plans to obtain a spraying plane
and a helicopter.

NEW REFUELING EQUIPMENT AT HELSINKI AIRPORT -- Helsinki, Helsingin Sanomat,
14 Aug 52

The Helsinki airport now has a modern refueling system, which was manufac-
tured and installed by the Oy Esso Ab. Similar refueling facilities exist in
Europe only at the Lisbon airport and at the Keflavik airport in Iceland. The
Helsinki airport is now one of the most completely modern airports in Europe.
Such equipment is widely used in North and South America as well as in the Far
East.

The Helsinki system includes underground tanks, with a total capacity of
90,000 liters. The fuel is pumped a distance of 450 meters through underground
pipes to the planes, which are secured near the administration building. Small
tank cars distribute the fuel from openings in the asphalt surface of the air-
port. The cars are readily connected to the system and the distributing capaci-
ty is thus increased to 700 liters a minute. The entire system is operated
electrically from the administration building. The principal advantage of the
subsurface tank system is the decrease in fire hazard, since large quantities
of gasoline are not stored near the aircraft; yet even the largest planes can
be speedily refueled. Two or more tank cars are generally employed in refuel-
ing the larger planes.

SPRAYING CROPS BY PLANE -- Helsinki, Helsingin Sanomat, 2 Nov 52

The agricultural organizations of southwest Finland plan to purchase the
first special airplane for spraying pests. It will be used mainly to spray
sugar beets and oleaginous plants to prevent the threat of pests. The airplane
should arrive in Finland not later than spring 1953.

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FIRST HELICOPTER DUE IN FINLAND -- Helsinki, Helsingin Sanomat, 9 Jan 53

Delivery of the helicopter ordered by the Imatran Voima Oy (Imatra Power Corporation) from the US, the first such aircraft in Finland, is expected in March 1953. Two men are being sent to Sweden to be trained as helicopter pilots in a course beginning there next week.

The helicopter will be the Bell D-1 47 model, having a 200-horsepower engine and a cruising speed of 130 kilometers per hour. This three-place model carries a pay load of 170 - 180 kilograms, plus 100 meters of towing cable, and will be equipped with a two-way radio. The aircraft will be used in the inspection and repair of power lines.

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